

ENGINE TYPE 912 | 100 hp (iS/iSc Sport)

ROTAX
AIRCRAFT ENGINES



Picture: 912 iS Sport with options

DESCRIPTION

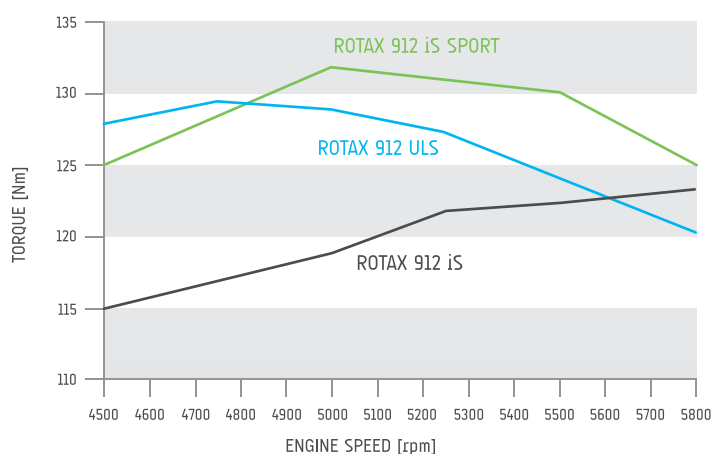
- 4-cylinder
- 4-stroke liquid-/air-cooled engine with opposed cylinders
- Dry sump forced lubrication with separate oil tank, automatic adjustment by hydraulic valve tappets
- Redundant electronic fuel injection
- Engine management system
- Electric starter
- Propeller speed reduction gearbox
- Air intake system

FACTS

Based on the proven concept of the Rotax 912 S/ULS engine, the new 912 iS Sport engine offers all well known advantages of the Rotax 4-stroke engine series complemented by additional features, for example, the engine management system. The complete package presents the latest technology in the aircraft engine industry and will enhance the flying and ownership experience of pilots.

The Rotax 912 iS Sport engine offers a TBO (time between overhauls) of 2,000 hrs.

ENGINE TORQUE (MOGAS, NO HYDRAULIC GOVERNOR)



ENGINE DATA

WEIGHT	kg	lb
Engine with propeller speed reduction unit i = 2.43 with overload clutch	63.6	140.2
Exhaust system	4.8	10.5
Air guide hood	0.4	0.8
External alternator	3.0	6.6
Fuel pumps assy	1.6	3.5
Engine mount	2.0	4.4

VERSION 912 iS¹⁾ / iSc²⁾ Sport

PERFORMANCE		
73.5 kW	100 hp	5800 1/min
72.0 kW**	98 hp	5500 1/min
68.0 kW	92.5 hp	5000 1/min
TORQUE		
121 Nm	89 ft. lb.	5800 1/min
125 Nm	92 ft. lb.	5500 1/min
132 Nm***	97 ft. lb.	5000 1/min
MAX RPM*		5800 1/min

- * Limited for max. 5 min.
** Max. continuous power at 5500 1/min
*** MOGAS, no hydraulic governor

BORE		STROKE	
84.0 mm	3.31 in	61.0 mm	2.4 in
DISPLACEMENT		FUEL	
1352 cm ³	82.6 cu in	min. MON 85 RON 95* min. AKI 91*	

- * leaded, unleaded, AVGAS 100LL or E10
1) iS = non-certified
2) iSc = certified acc. to CS-E
available after receipt of type certificate